

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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No revision activity since Disc 26-2010

TERMINAL CHART NOTAMs

Chart NOTAMs for Airport URMT

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Ufn STARs NETMI 2A/2B/4A/4B and SIDs NETMI 1/3 not to be used.

URMT (Shpakovskoye)**General Info**

Stavropol, RUS

N 45° 06.5' E 42° 06.8' Mag Var: 5.8°E

Elevation: 1486'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 07-25 8530' x 157' asphalt

Runway 07 (70.0°M) TDZE 1486'

Lights: Edge, ALS

Runway 25 (250.0°M) TDZE 1434'

Lights: Edge, ALS

Communications InfoStavropol Tower **124.0** SecondaryStavropol Tower **120.9** MFStavropol Tower Ground Control **124.0** SecondaryStavropol Tower Ground Control **120.9** MFStavropol Approach Control **124.0** SecondaryStavropol Approach Control **120.3** MFStavropol Approach Radar **124.0** SecondaryStavropol Approach Radar **120.3** MF**Notebook Info**

URMT/STW
SHPAKOVSKOYE

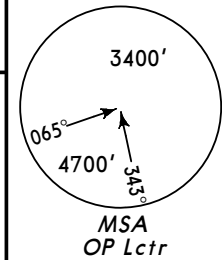
JEPPESSEN
14 SEP 07 **10-2** Eff 27 Sep

STAVROPOL, RUSSIA
STAR

Apt Elev
1486'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3460' (1974')

(QFE)



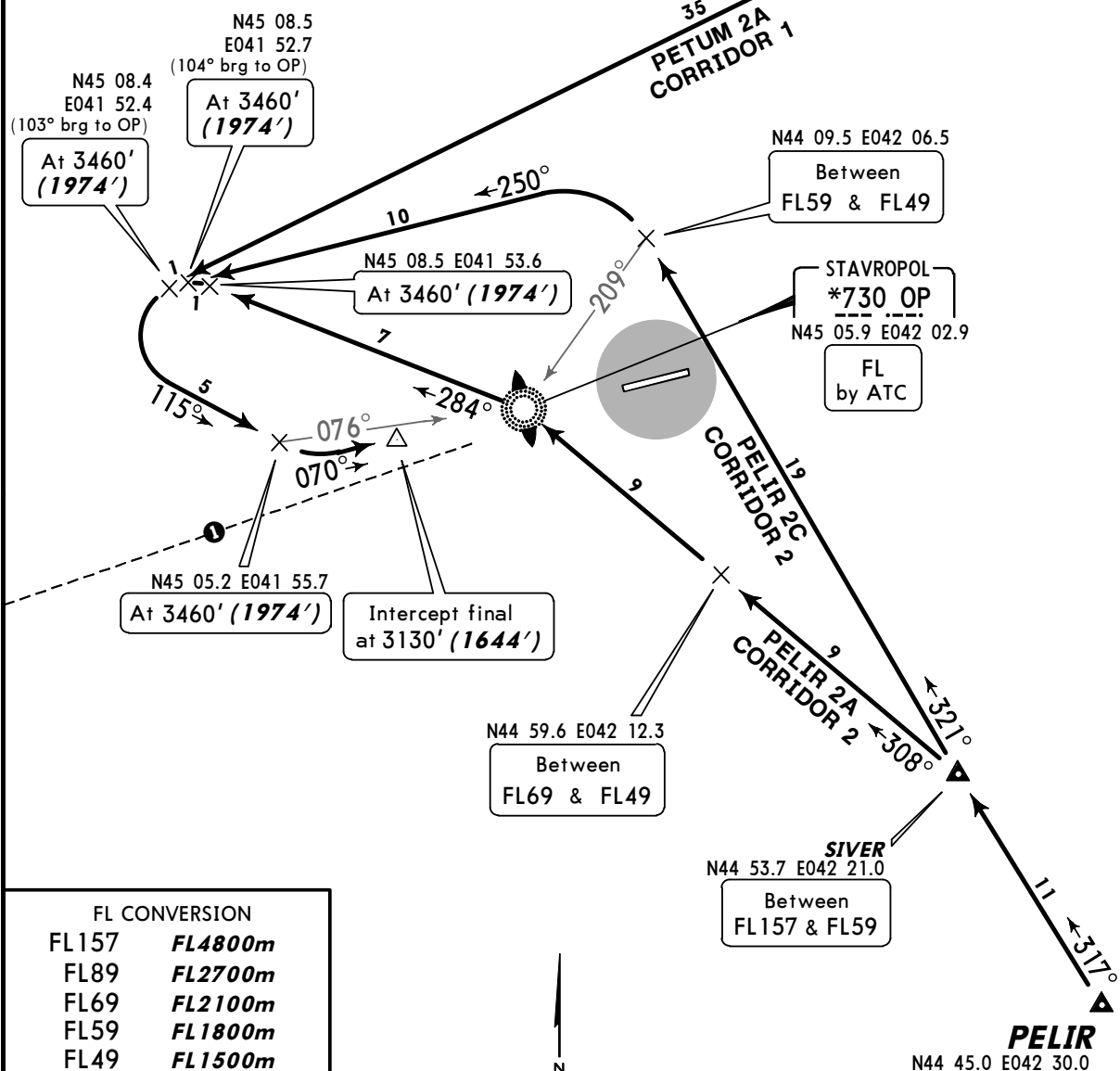
PELIR 2A [PELI2A]
PELIR 2C [PELI2C]
PETUM 2A [PETU2A]

RWY 07 ARRIVALS
FROM NORTHEAST & SOUTHEAST
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2D

PETUM
N45 24.0 E042 37.0

Between
FL157 & FL59

① 065° to ARP between 16.2 NM
and 4.3 NM do not fly south
below FL89.



FL CONVERSION	
FL157	FL4800m
FL89	FL2700m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3460'	(1974' - 600m)
3130'	(1644' - 500m)



URMT/STW
SHPAKOVSKOYE

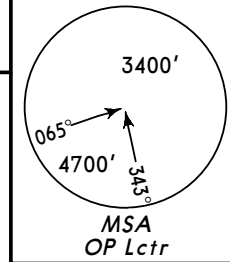
JEPPESEN
14 SEP 07 **(10-2A)** **Eff 27 Sep**

STAVROPOL, RUSSIA

STAR

Apt Elev
1486'

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3460' **(1974')**



NETMI 2A [NETM2A]
PARAT 2A [PARA2A]
RWY 07 ARRIVALS

FROM NORTHWEST
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2E

PARAT
N45 32.0 E041 43.0
Between
FL148 & FL49

160°
25
PARAT 2A
CORRIDOR 3

FL CONVERSION	
FL148	FL4500m
FL108	FL3300m
FL89	FL2700m
FL69	FL2100m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3460'	(1974' - 600m)
3130'	(1644' - 500m)

NETMI
N45 15.3 E041 28.9
Between
FL108 & FL49

112°
6
NETMI 2A
CORRIDOR 4

N45 12.3 E041 37.0
Between
FL69 & FL49

- ① Available if no flight activity at Armavir AD.
- ② 065° to ARP between 16.2 NM and 4.3 NM do not fly south below FL89.

N45 07.3 E041 51.6
At 3460' **(1974')**

STAVROPOL
***730 OP**
N45 05.9 E042 02.9

N45 05.2 E041 55.7
At 3460' **(1974')**

Intercept final
at 3130' **(1644')**



URMT/STW
SHPAKOVSKOYE

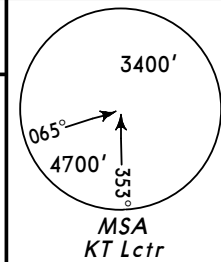
JEPPesen
14 SEP 07 **(10-2B)** **Eff 27 Sep**

STAVROPOL, RUSSIA
STAR

Apt Elev
1486'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3460' **(2026')**

(QFE)



PELIR 4A [PELI4A]
PELIR 4C [PELI4C]
PETUM 4A [PETU4A]
RWY 25 ARRIVALS
FROM NORTHEAST & SOUTHEAST
FOR STARS WITHOUT RADAR CONTROL
REFER TO CHART 10-2F

PETUM
N45 24.0 E042 37.0

Between
FL118 & FL59

N45 19.5
E042 31.3

Between
FL69 & FL49



N45 12.7 E042 16.0

At 3460' **(2026')**

N45 10.4 E042 18.5

At 2750' **(1316')**

N45 08.9 E042 18.0

At 2750' **(1316')**

N45 06.8 E042 19.3

At 2750' **(1316')**

Intercept
final at
2750' **(1316')**

STAVROPOL
***730 KT**
N45 07.3 E042 10.8

FL by ATC

N45 01.4 E042 15.3

Between
FL69 & FL49

FL CONVERSION	
FL138	FL4200m
FL118	FL3600m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3460'	(2026' - 600m)
2750'	(1316' - 400m)

SIVER
N44 53.7 E042 21.0

Between
FL138 & FL59

PELIR

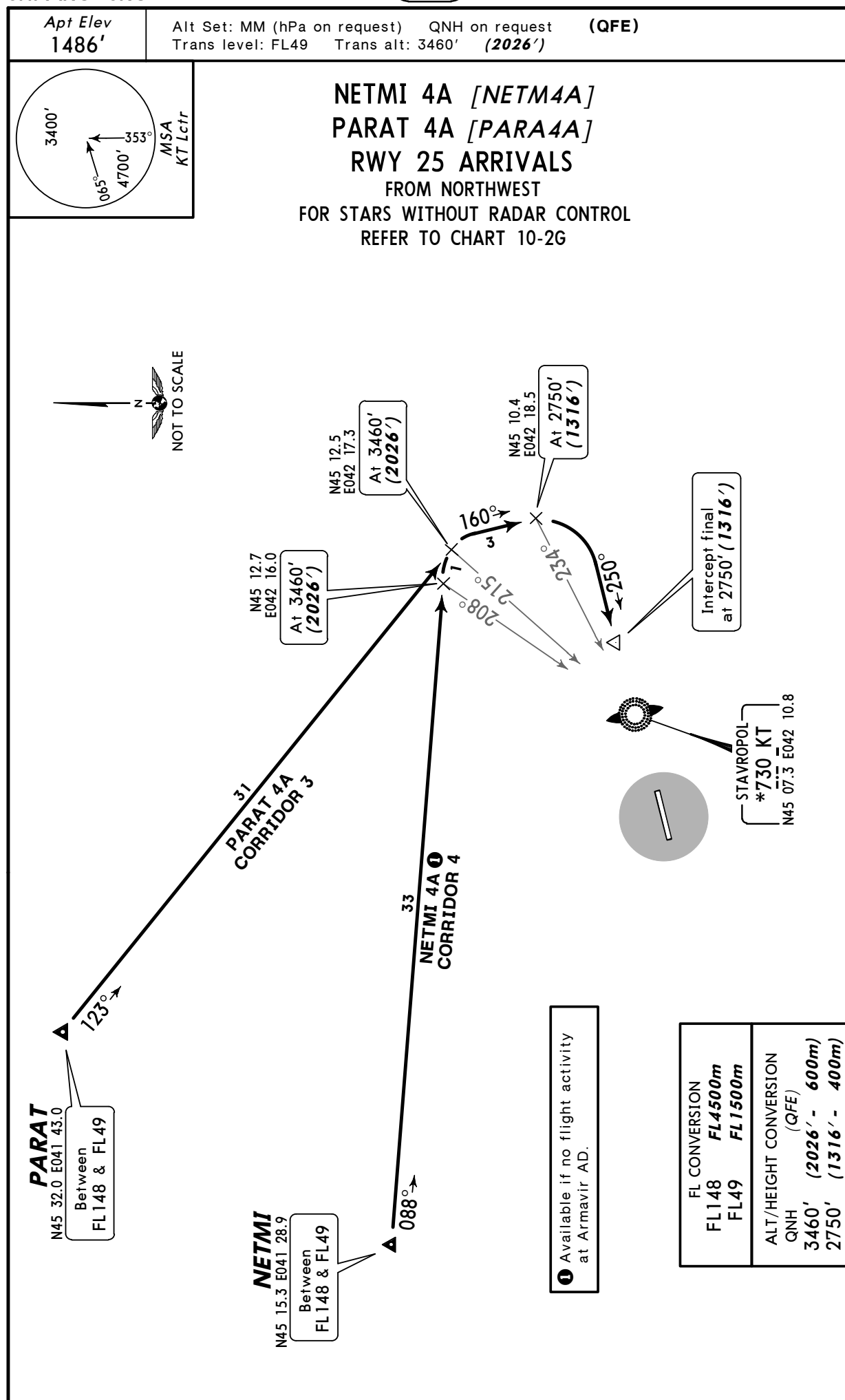
N44 45.0 E042 30.0

URMT/STW
SHPAKOVSKOYE

JEPPesen
 14 SEP 07 **10-2C** **Eff 27 Sep**

STAVROPOL, RUSSIA

STAR



URMT/STW
SHPAKOVSKOYE

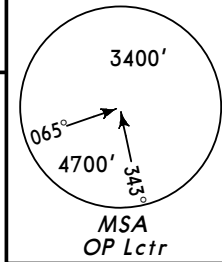
JEPPESEN
9 JAN 09 **10-2D** **Eff 15 Jan**

STAVROPOL, RUSSIA
STAR

Apt Elev
1486'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3460' (1974')

(QFE)



PELIR 2B [PELI2B]
PETUM 2B [PETU2B]
RWY 07 ARRIVALS
FROM NORTHEAST & SOUTHEAST
WITHOUT RADAR CONTROL
BY ATC

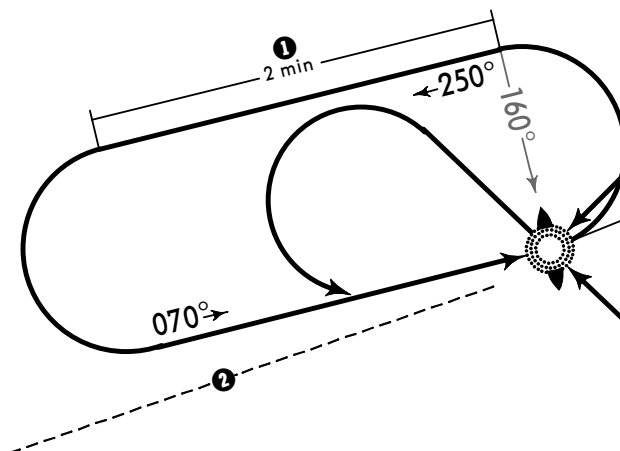
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

OUT-OF-TURN INSTRUMENT APPROACH PROCEDURE VIA OP
HOLDING AREA IN CASE OF RADIO COMMUNICATION FAILURE

1. The out-of-turn instrument approach procedure shall be carried out at or below FL157. When passing OP at or above FL157, aircraft shall descend to FL157 in holding area.
2. After passing OP on runway heading at or below FL157, aircraft shall fly for 30 seconds without descending, then descend to $FL = (FL157 \text{ or below} + 1970') / 2$, turn LEFT onto track 250° and descend according to instrument approach procedure to reach 3460' (1974') abeam OP.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

1 MAX 225 KT
Bank 20°-25°
Between FL157 & FL59

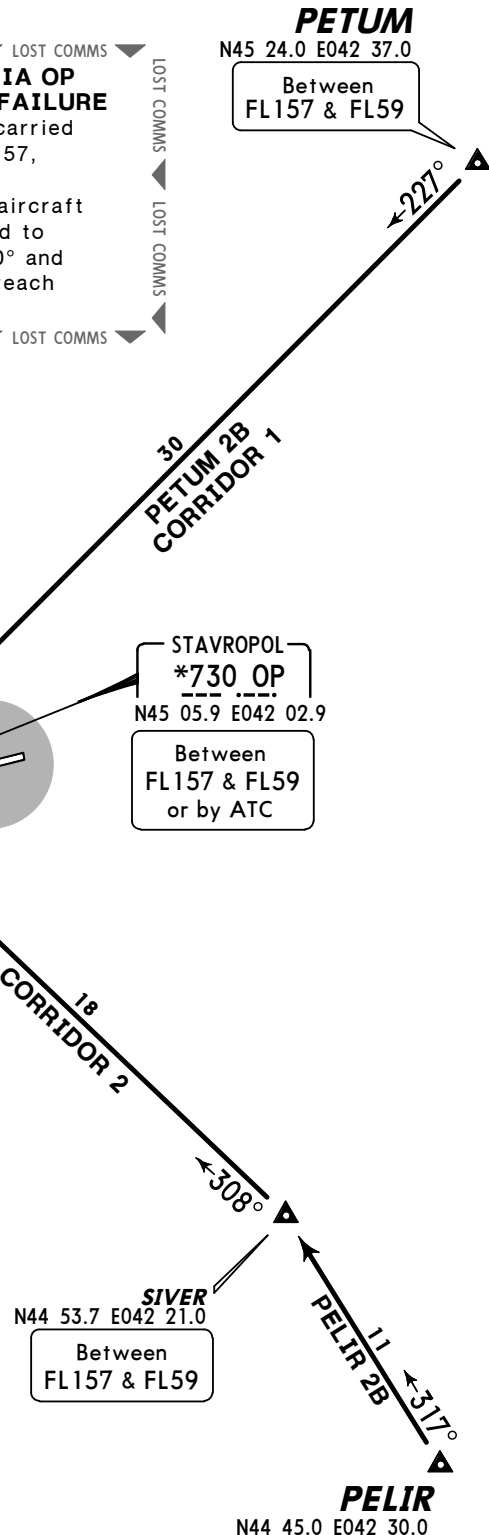


STAVROPOL
***730 OP**
N45 05.9 E042 02.9
Between
FL157 & FL59
or by ATC

2 065° to ARP between 16.2 NM
and 4.3 NM do not fly south
below FL89.

FL CONVERSION
FL157 **FL4800m**
FL89 **FL2700m**
FL59 **FL1800m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION
QNH (QFE)
3460' (1974' - 600m)



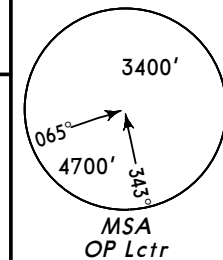
URMT/STW
 SHPAKOVSKOYE

JEPPESEN
 9 JAN 09 **(10-2E)** Eff 15 Jan

STAVROPOL, RUSSIA
STAR

Apt Elev
 1486'

Alt Set: MM (hPa on request) QNH on request (QFE)
 Trans level: FL49 Trans alt: 3460' (1974')



NETMI 2B [NETM2B]
PARAT 2B [PARA2B]
RWY 07 ARRIVALS
 FROM NORTHWEST
 WITHOUT RADAR CONTROL
 BY ATC

PARAT
 N45 32.0 E041 43.0
 Between
 FL148 & FL69



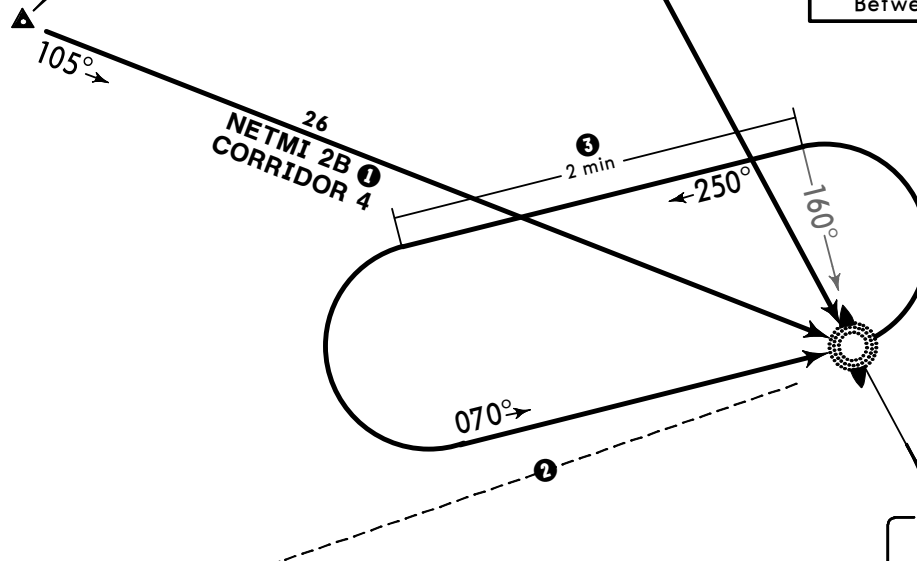
FL CONVERSION	
FL157	FL4800m
FL148	FL4500m
FL89	FL2700m
FL69	FL2100m
FL59	FL1800m
FL49	FL1500m

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3460'	(1974' - 600m)

- Available if no flight activity at Armavir AD.
- 065° to ARP between 16.2 NM and 4.3 NM do not fly south below FL89.

- MAX 225 KT
 Bank 20°-25°
 Between FL157 & FL59

NETMI
 N45 15.3 E041 28.9
 Between
 FL148 & FL69



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

OUT-OF-TURN INSTRUMENT APPROACH PROCEDURE VIA OP HOLDING AREA IN CASE OF RADIO COMMUNICATION FAILURE

- The out-of-turn instrument approach procedure shall be carried out at or below FL157. When passing OP at or above FL157, aircraft shall descend to FL157 in holding area.
- After passing OP on runway heading at or below FL157, aircraft shall fly for 30 seconds without descending, then descend to $FL = (FL157 \text{ or below} + 1970') / 2$, turn LEFT onto track 250° and descend according to instrument approach procedure to reach 3460' (1974') abeam OP.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

URMT/STW
SHPAKOVSKOYE

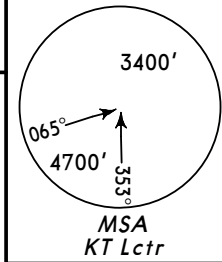
JEPPESEN
9 JAN 09 **10-2F** **Eff 15 Jan**

STAVROPOL, RUSSIA
STAR

Apt Elev
1486'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3460' **(2026')**

(QFE)



PELIR 4B [PELI4B]
PETUM 4B [PETU4B]
RWY 25 ARRIVALS
FROM NORTHEAST & SOUTHEAST
WITHOUT RADAR CONTROL
BY ATC

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

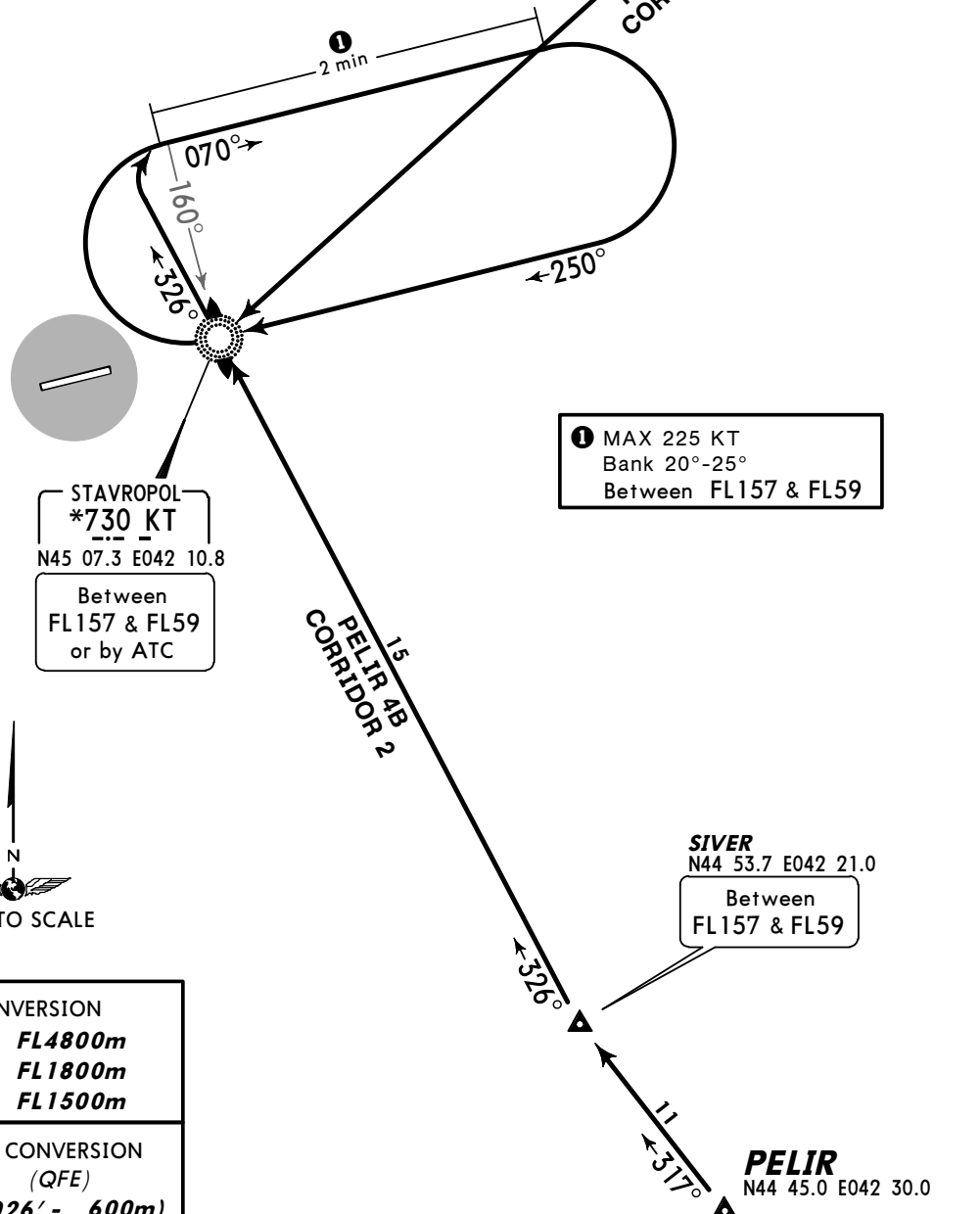
OUT-OF-TURN INSTRUMENT APPROACH PROCEDURE
VIA KT HOLDING AREA IN CASE OF RADIO
COMMUNICATION FAILURE

1. The out-of-turn instrument approach procedure shall be carried out at or below FL157. When passing KT at or above FL157, aircraft shall descend to FL157 in holding area.
2. After passing KT on runway heading at or below FL157, aircraft shall fly for 30 seconds without descending, then descend to FL=(FL157 or below + 1970')/2, turn LEFT onto track 070° and descend according to instrument approach procedure to reach 3460' (2026') abeam KT.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

PETUM
N45 24.0 E042 37.0

Between
FL157 & FL59



FL CONVERSION
FL157 **FL4800m**
FL59 **FL1800m**
FL49 **FL1500m**

ALT/HEIGHT CONVERSION
QNH **(QFE)**
3460' **(2026' - 600m)**

URMT/STW
SHPAKOVSKOYE

JEPPESSEN
9 JAN 09 **10-2G** **Eff 15 Jan**

STAVROPOL, RUSSIA

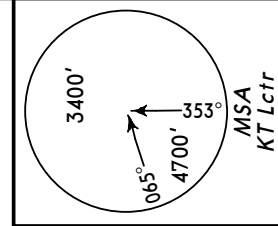
STAR

Apt Elev
1486'

Alt Set: MM (hPa on request) QNH on request
Trans level: FL49 Trans alt: 3460' **(2026')**

(QFE)

**NETMI 4B [NETM4B]
PARAT 4B [PARA4B]
RWY 25 ARRIVALS
FROM NORTHWEST
WITHOUT RADAR CONTROL
BY ATC**



FL CONVERSION		ALT/HEIGHT CONVERSION	
	(QFE)		(QFE)
FL157	FL4800m	QNH	3460' (2026' - 600m)
FL148	FL4500m		
FL69	FL2100m		
FL59	FL1800m		
FL49	FL1500m		

2 MAX 225 KT
Bank 20°-25°
Between FL157 & FL59

1 Available if no flight activity at Armavir AD.

N45 07.3 E042 10.8

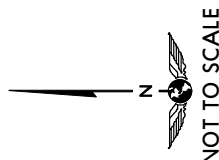
Between
FL157 & FL5
or by ATC

PARAT

Between
FL148 & FL69

NETMI

Between
FL148 & FL69



32
PARAT 4B
CORRIDOR 3

31
NETMI 4B 1
CORRIDOR 4

LOST COMMS ▼ LOST COMMS ▼ LOST COM

**OUT-OF-TURN INSTRUMENT APPROACH PROCEDURE VIA
HOLDING AREA IN CASE OF RADIO COMMUNICATION**

- FAILURE**
1. The out-of-turn instrument approach procedure shall be carried out at or below FL157. When passing KT at or above FL157, aircraft shall descend to FL157 in holding area.
 2. After passing KT on runway heading at or below FL157, aircraft shall fly for 30 seconds without descending, then descend to FL=(FL157 or below + 1970')/2, turn LEFT onto track 070° and descend according to instrument approach procedure to reach 3460' (2026') abeam KT.
- LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST COMMS ►

URMT/STW
SHPAKOVSKOYE

17 SEP 10

10-3

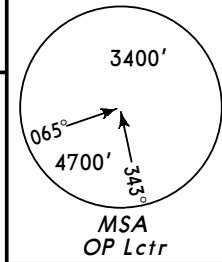
Eff 23 Sep

STAVROPOL, RUSSIA

SID

Apt Elev
1486'

QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3460' **(1974')**



PARAT 1

PETUM 1A [PETU1A]

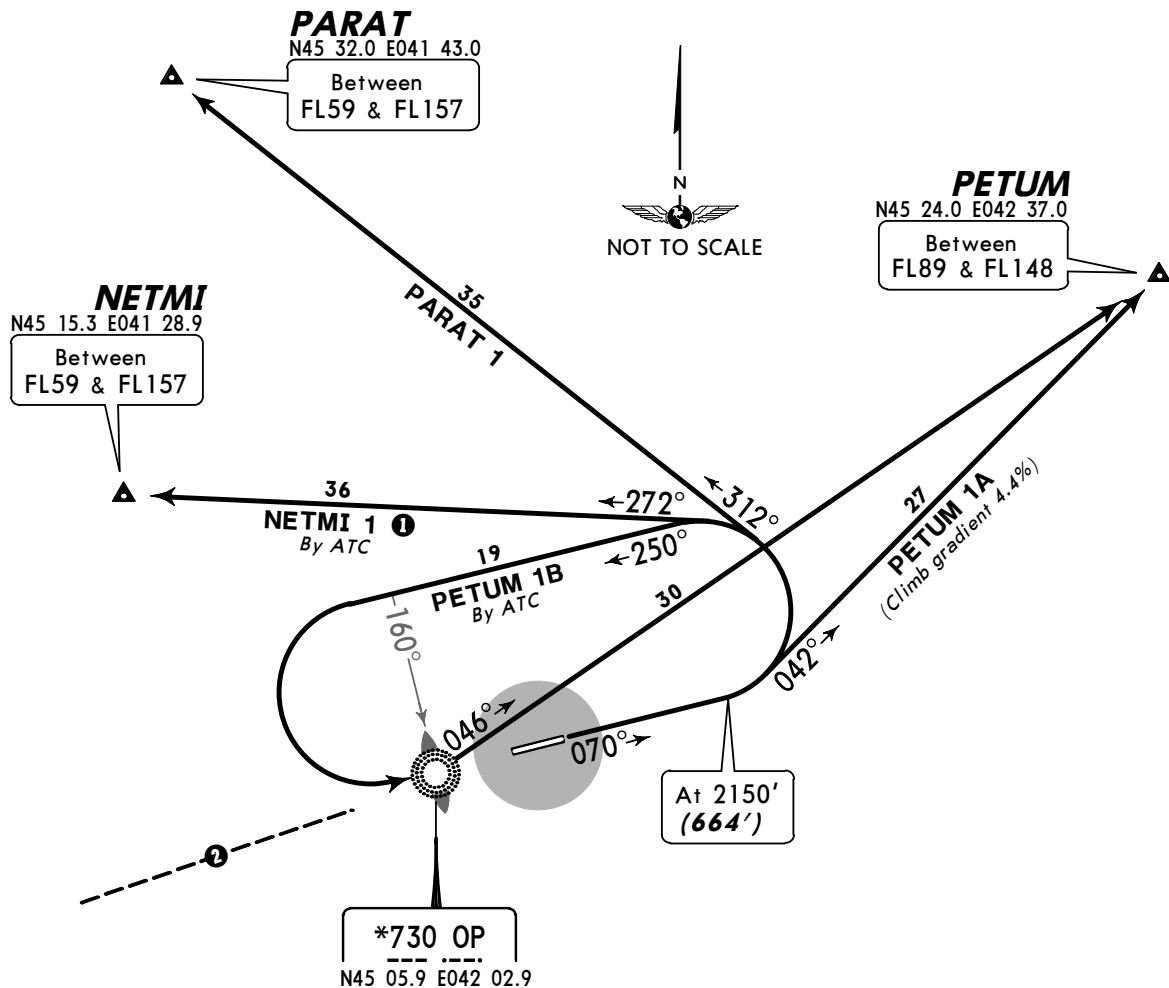
NETMI 1

PETUM 1B [PETU1B]

BY ATC

RWY 07 DEPARTURES

TO NORTH



ALT/HEIGHT CONVERSION
QNH (QFE)
2150' (664' - 200m)
3460' (1974' - 600m)

FL CONVERSION

FL49	<i>FL1500m</i>
FL59	<i>FL1800m</i>
FL89	<i>FL2700m</i>
FL148	<i>FL4500m</i>
FL157	<i>FL4800m</i>

- ① Available if no flight activity at Armavir AD.
- ② 245° from ARP between 4.3 NM and 16.2 NM do not fly south below FL89.

Gnd speed-KT	75	100	150	200	250	300
4.4% 267' per NM	334	446	668	891	1114	1337

URMT/STW
SHPAKOVSKOYE

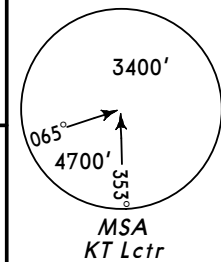
JEPPESEN
17 SEP 10 **(10-3A)** **Eff 23 Sep**

STAVROPOL, RUSSIA

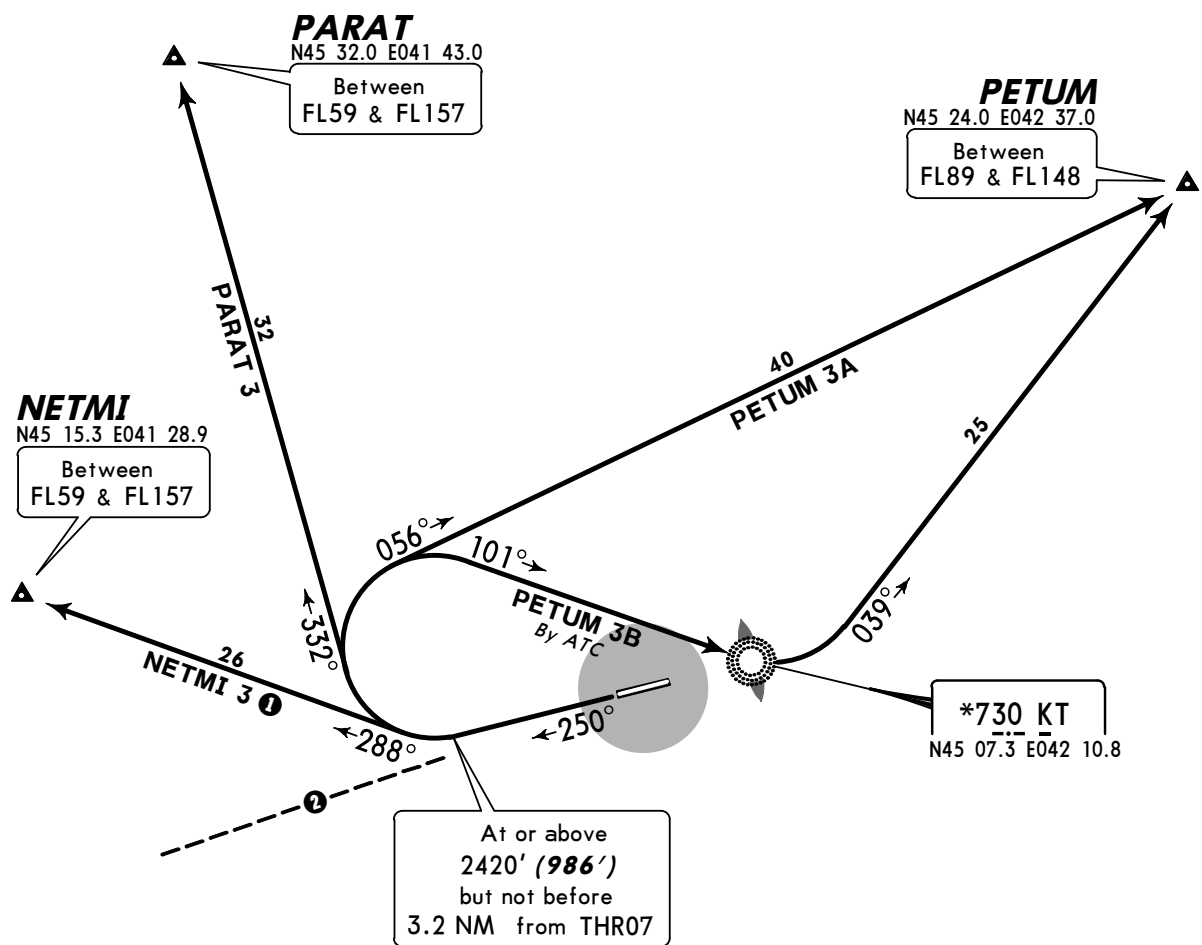
SID

Apt Elev
1486'

QNH on request **(QFE)**
Trans level: FL49 Trans alt: 3460' **(2026')**
Take-off to be carried out using noise abatement procedures
for area according to Flight Manual.



NETMI 3① **PETUM 3B [PETU3B]**
PARAT 3 **BY ATC**
PETUM 3A [PETU3A]
RWY 25 DEPARTURES
TO NORTH



ALT/HEIGHT CONVERSION
QNH **(QFE)**
2420' **(986' - 300m)**
3460' **(2026' - 600m)**

FL CONVERSION
FL49 **FL1500m**
FL59 **FL1800m**
FL89 **FL2700m**
FL148 **FL4500m**
FL157 **FL4800m**

- ① Available if no flight activity at Armavir AD.
- ② 245° from ARP between 4.3 NM and 16.2 NM do not fly south below FL89.

URMT/STW
SHPAKOVSKOYE

JEPPESEN
17 SEP 10 **(10-3B)** **Eff 23 Sep**

STAVROPOL, RUSSIA

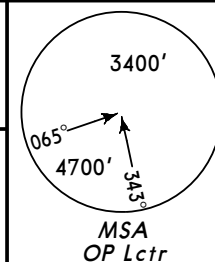
SID

Apt Elev
1486'

QNH on request **(QFE)**

Trans level: FL49 Trans alt: 3460' **(1974')**

PELIR 1A: Take-off to be carried out with noise abatement procedure according to Flight Manual.

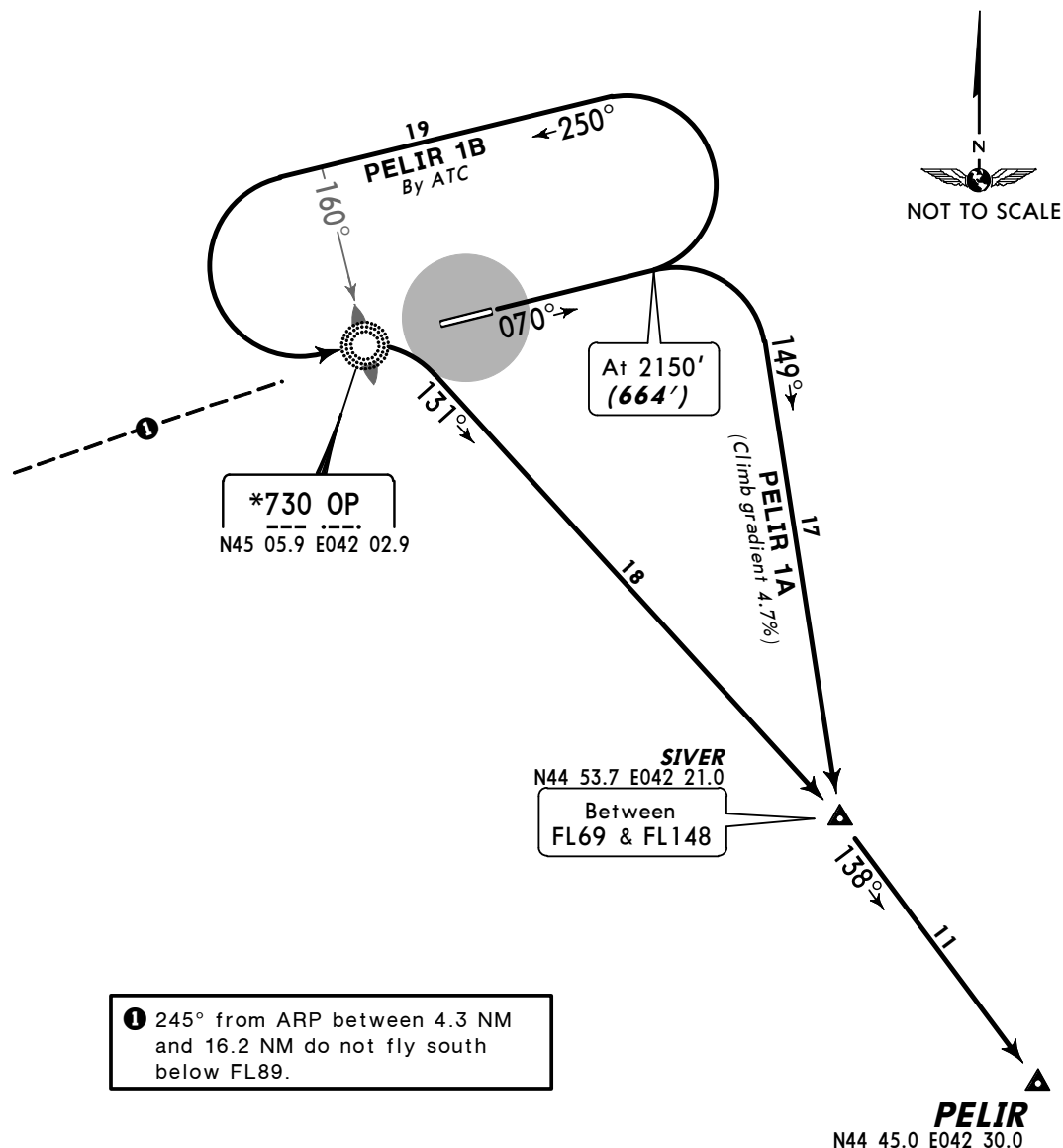


PELIR 1A [PEL11A]

PELIR 1B [PEL11B]

BY ATC

RWY 07 DEPARTURES
TO SOUTHEAST



① 245° from ARP between 4.3 NM and 16.2 NM do not fly south below FL89.

ALT/HEIGHT CONVERSION
QNH **(QFE)**
2150' **(664' - 200m)**
3460' **(1974' - 600m)**

FL CONVERSION
FL49 **FL1500m**
FL69 **FL2100m**
FL89 **FL2700m**
FL148 **FL4500m**

Gnd speed-KT	75	100	150	200	250	300
4.7% 286' per NM	357	476	714	952	1190	1428

URMT/STW
SHPAKOVSKOYE

17 SEP 10

10-3C

Eff 23 Sep

JEPPESEN

STAVROPOL, RUSSIA

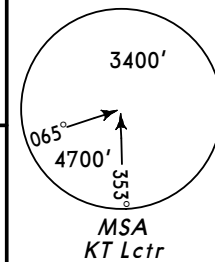
SID

Apt Elev
1486'

QNH on request **(QFE)**

Trans level: FL49 Trans alt: 3460' **(2026')**

Take-off to be carried out using noise abatement procedures for area according to Flight Manual.



PELIR 3A [PELI3A]

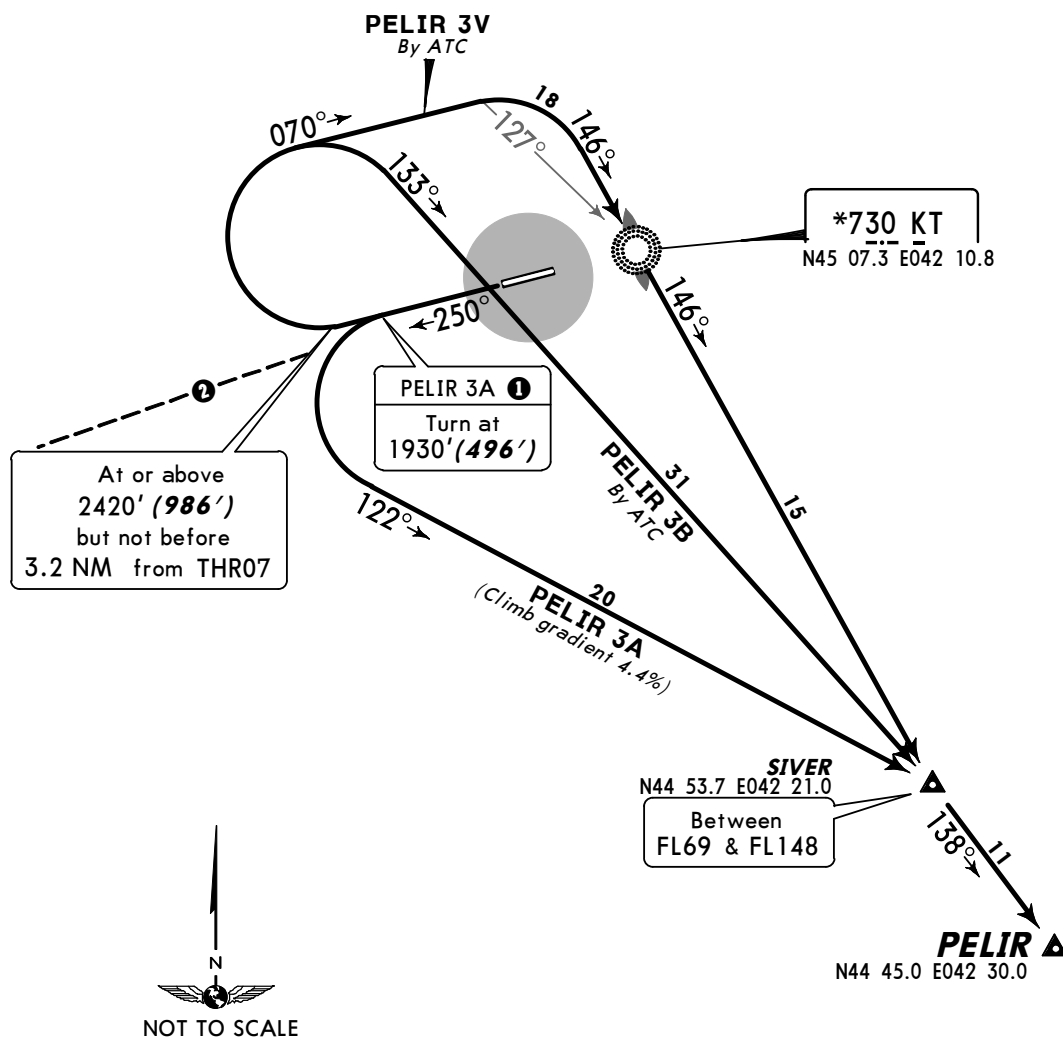
CAT A & B

PELIR 3B [PELI3B]

PELIR 3V [PELI3V]

BY ATC

RWY 25 DEPARTURES
TO SOUTHEAST



ALT/HEIGHT CONVERSION	
QNH	(QFE)
1930'	(496' - 150m)
2420'	(986' - 300m)
3460'	(2026' - 600m)

FL CONVERSION	
FL49	FL1500m
FL69	FL2100m
FL89	FL2700m
FL148	FL4500m

- LEFT turn to SIVER within a maximum distance from THR07 of 3.8 NM. If unable to comply turn RIGHT.
- 245° from ARP between 4.3 NM and 16.2 NM do not fly south below FL89.

Gnd speed-KT	75	100	150	200	250	300
4.4% 267' per NM	334	446	668	891	1114	1337

URMT/STW
SHPAKOVSKOYE

JEPPESEN
17 SEP 10 **(10-3D)** **Eff 23 Sep**

STAVROPOL, RUSSIA

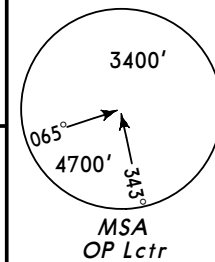
SID

Apt Elev
1486'

QNH on request **(QFE)**

Trans level: FL49 Trans alt: 3460' **(1974')**

ABELA 1A: Take-off to be carried out with noise abatement procedure according to Flight Manual.

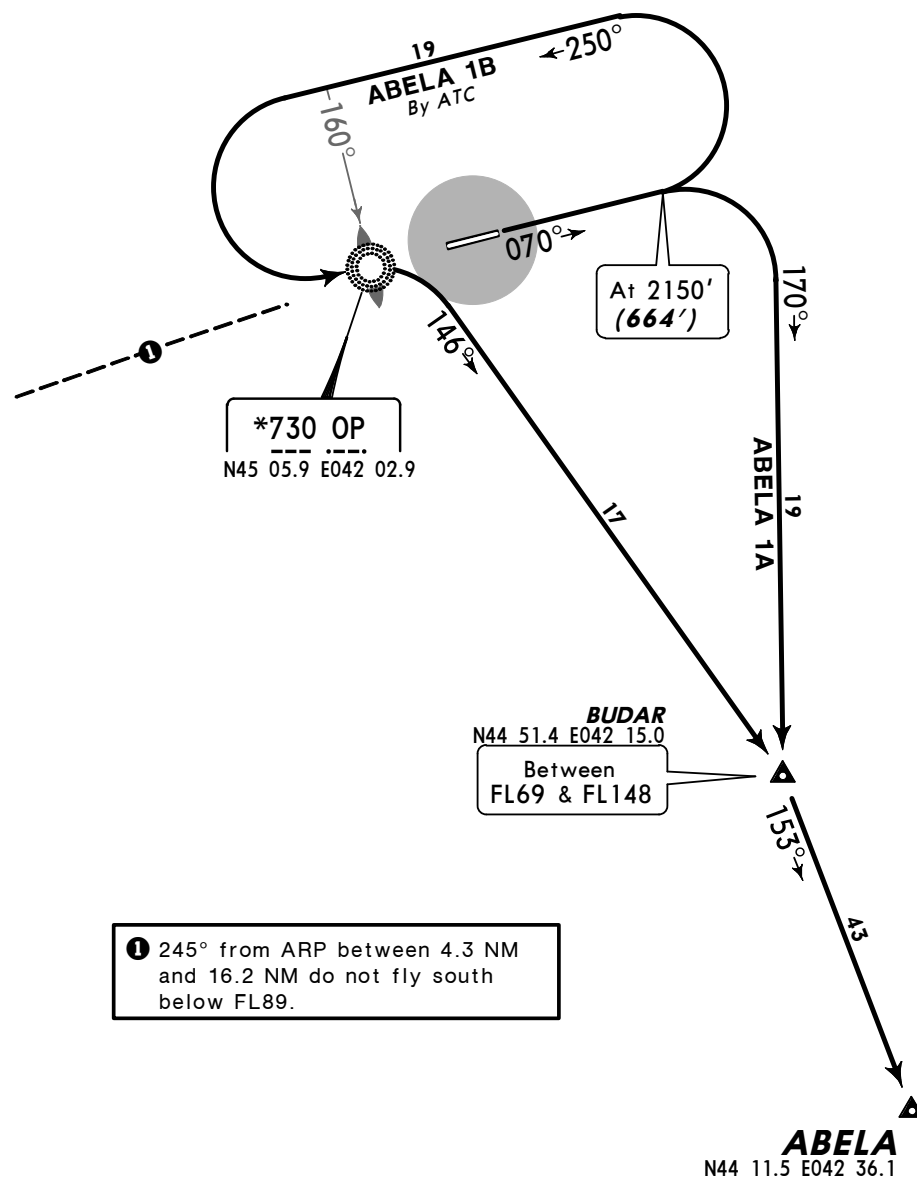


ABELA 1A [ABEL1A]

ABELA 1B [ABEL1B]

BY ATC

RWY 07 DEPARTURES
TO SOUTH



ALT/HEIGHT CONVERSION
QNH **(QFE)**
2150' **(664' - 200m)**
3460' **(1974' - 600m)**

FL CONVERSION
FL49 **FL1500m**
FL69 **FL2100m**
FL89 **FL2700m**
FL148 **FL4500m**

URMT/STW
SHPAKOVSKOYE

17 SEP 10

10-3E

Eff 23 Sep

STAVROPOL, RUSSIA

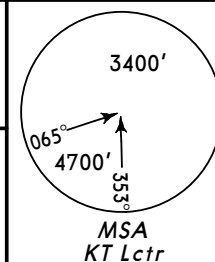
SID

Apt Elev
1486'

QNH on request **(QFE)**

Trans level: FL49 Trans alt: 3460' **(2026')**

Take-off to be carried out using noise abatement procedures for area according to Flight Manual.



ABELA 3A [ABEL3A]

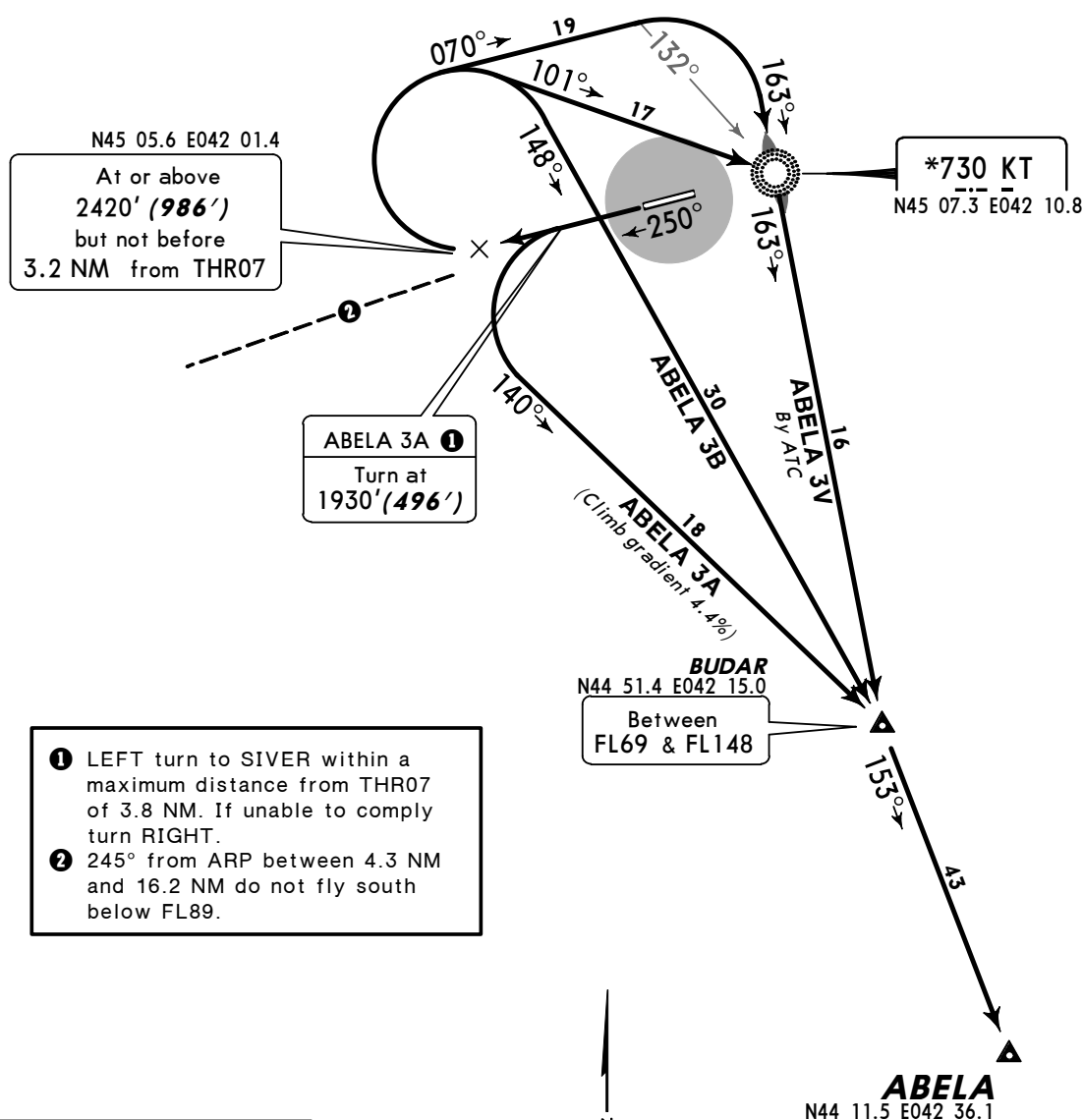
CAT A & B

ABELA 3B [ABEL3B]

ABELA 3V [ABEL3V]

BY ATC

RWY 25 DEPARTURES
TO SOUTH



- ① LEFT turn to SIVER within a maximum distance from THR07 of 3.8 NM. If unable to comply turn RIGHT.
- ② 245° from ARP between 4.3 NM and 16.2 NM do not fly south below FL89.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
1930'	(496' - 150m)
2420'	(986' - 300m)
3460'	(2026' - 600m)

FL CONVERSION	
FL49	FL1500m
FL69	FL2100m
FL89	FL2700m
FL148	FL4500m

Gnd speed-KT	75	100	150	200	250	300
4.4% 267' per NM	334	446	668	891	1114	1337



URMT/STW
SHPAKOVSKOYE**JEPPESEN**

17 SEP 10

10-4

Eff 23 Sep

STAVROPOL, RUSSIA
NOISE**NOISE ABATEMENT****DEPARTURES****GENERAL**

Noise abatement procedures shall not be carried out at the expense of reduction of flight safety and in case of engine failure during take-off.

TAKE-OFF AND CLIMBING PHASE

All aircraft shall carry out take-off according to the following parameters:

- | | |
|--------------------------------|---|
| Take-off to 2800' (1314') | - retract landing gear retraction; |
| | - climb with constant speed of $V_2 + 10KT$; |
| | - wing devices in take-off position; |
| 2800' (1314') to 2970' (1484') | - throttle back engines to minimum safe power, which provides climbing of 3-4m/sec; |
| at or above 4770' (3284') | - change to normal flight profile; |
| | - terminate noise restrictions. |

RESTRICTIONS

Aircraft take-off with tail-wind subject to friction coefficient is allowed when specified that direction is optimal for noise abatement over the city, or when take-off into wind does not provide safety, or when take-off in specified direction is prohibited. In this case tail-wind component shall comply with that established by the aeroplane flight manual for specified aircraft type.

TAKE-OFF ON HEADING 250°

Towards SIVER: after climbing to 1930' (496') the aircraft shall turn LEFT, 122° track to SIVER, climbing to assigned FL.

Towards BUDAR: after climbing to 1930' (496') the aircraft shall turn LEFT, 140° track to BUDAR, climbing to assigned FL.

Proceeding to SIVER by making a LEFT turn (CAT A&B aircraft only) shall be carried out under mandatory radar control not later than 3.8 NM from THR07. If unable to comply, join track towards SIVER by making a RIGHT turn.

To join enroute structure: after climbing to 2420' (986') or above the aircraft shall turn RIGHT at 3.2 NM from THR07 and proceed towards PETUM, SIVER, BUDAR, NETMI and PARAT according to the departure pattern, climbing to assigned FL.

TAKE-OFF ON HEADING 070°

Towards SIVER: after climbing to 2150' (664') the aircraft shall turn RIGHT, 149° track to SIVER, climbing to assigned FL.

Towards BUDAR: after climbing to 2150' (664') the aircraft shall turn RIGHT, 170° track to BUDAR, climbing to assigned FL.

The minimum indicated air speed during steady climb shall not be less than $V_2 + 10KT$ or less than that prescribed by the aeroplane flight manual, if above.

The maintenance of the minimum indicated air speed during climb is not required if it causes the exceeding of minimum admissible angle of attack.

The reduction of engine power shall not be applied until the take-off path provides overflying of all obstacles located under flight path with sufficient clearance, both, when all engines are operating normal, and also when taking into account possible engine failure and the time period necessary for gaining full power of the engines remaining.

URMT/STW

Apt Elev **1486'**
N45 06.5 E042 06.8

JEPPesen

17 SEP 10 **(10-9)** Eff 23 Sep

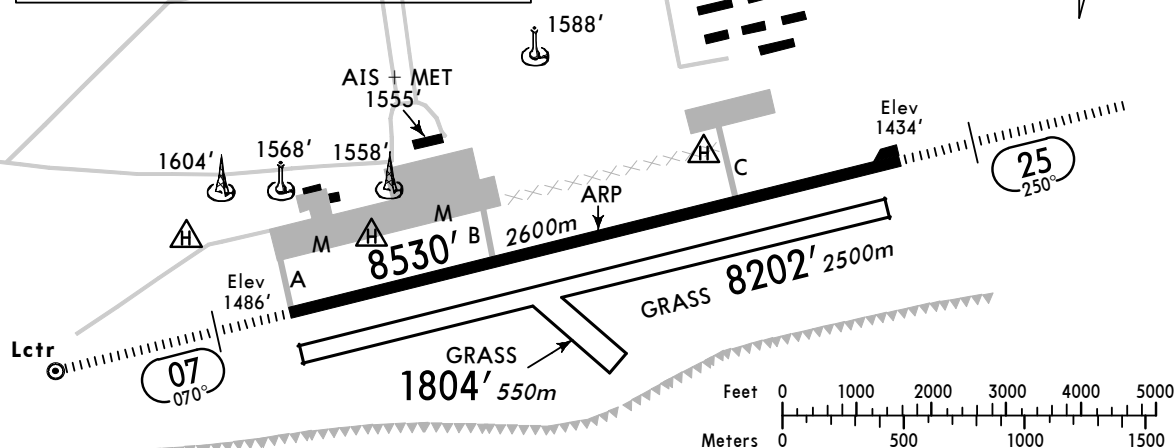
STAVROPOL, RUSSIA

SHPAKOVSKOYE

STAVROPOL Tower (GND/TWR)

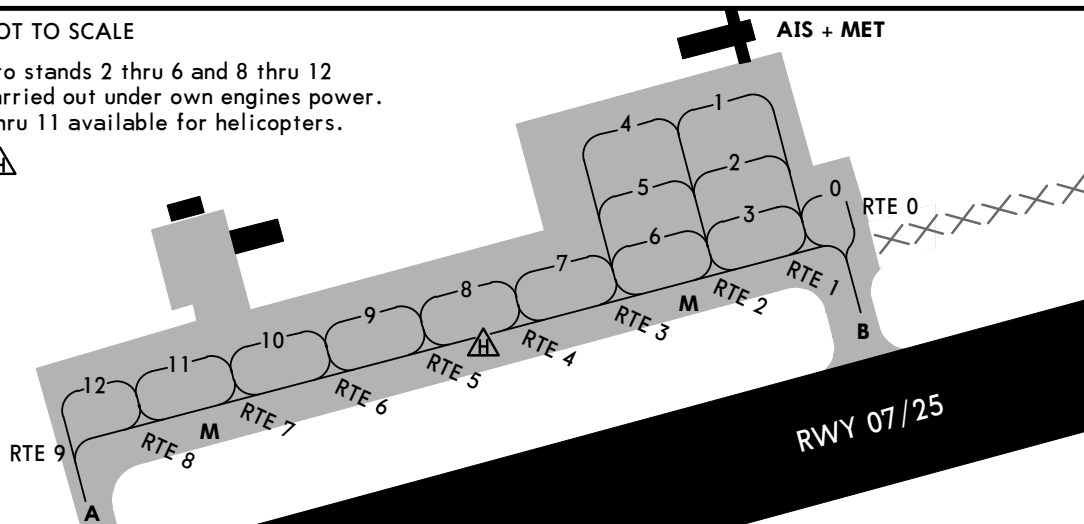
120.9 124.0

Taxiing along twy A and B strictly along twy centerline at minimum speed. Taxiing of acft with 4 pylon - mounted engines shall be carried out under inner engines power. Twy C is not available for civil acft. Birds in vicinity of airport.



NOT TO SCALE

Taxiing into stands 2 thru 6 and 8 thru 12 shall be carried out under own engines power. Stands 8 thru 11 available for helicopters.



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
07	RL (60m)	HIALS	PAPI-L (angle 3.17°)	RVR		7546' 2300m		157' 48m
25	RL (60m)	HIALS	PAPI-L (angle 2.67°)	RVR				
07	25	Grass runway						262' 80m
		Grass runway						328' 100m

TAKE-OFF

AIR CARRIER (JAA)

All Rwy

LVP must be in force
RCLM (DAY only)
or RL

RCLM (DAY only)
or RL

A		
B	250m	400m
C		
D	300m	

URMT/STW**JEPPESEN**

26 OCT 07

10-9X**JAA MINIMUMS****STAVROPOL, RUSSIA**
SHPAKOVSKOYE

STRAIGHT-IN RWY		A	B	C	D
07	ILS	1686' (200')	1686' (200')	1686' (200')	1686' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	1870' (384')	1870' (384')	1870' (384')	1870' (384')
		R900m	R1000m	R1000m	R1400m
	<i>ALS out</i>	R1500m	R1500m	R1800m	R2000m
25	ILS	1634' (200')	1634' (200')	1634' (200')	1634' (200')
		R550m	R550m	R550m	R550m
	<i>ALS out</i>	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	NDB	1730' (296')	1730' (296')	1730' (296')	1730' (296')
		R800m	R800m	R800m	R1200m
	<i>ALS out</i>	R1500m	R1500m	R1600m	R1800m

TAKE-OFF RWY 07, 25

LVP must be in Force			
RCLM (DAY only) or RL		RCLM (DAY only) or RL	NIL (DAY only)
A			
B	250m	400m	500m
C			
D	300m		

URMT/STW
SHPAKOVSKOYE

JEPPESEN
6 JUL 07 (11-1)

STAVROPOL, RUSSIA
ILS or 02 NDB Rwy 07

STAVROPOL Approach (APP/SRE)		STAVROPOL Tower		Ground
120.3 124.0		120.9 124.0		120.9
LOC IOP *110.5	Final Apch Crs 070°	GS LOM 2241' (755')	ILS DA(H) 1686' (200')	Apt Elev 1486' RWY1486'
NDB OP 730		Minimum Alt 5.2 NM RDP 3130' (1644')	NDB MDA(H) 1870' (384')	
MISSSED APCH: Climb on 070° to 2150' (664'), then turn LEFT onto 250° climbing to 3460' (1974'), then according to chart.				

MSA
OP NDB

Alt Set: MM (hPa on req) QNH on req (**QFE**) Trans level: FL 49 Trans alt: 3460' (**1974'**)

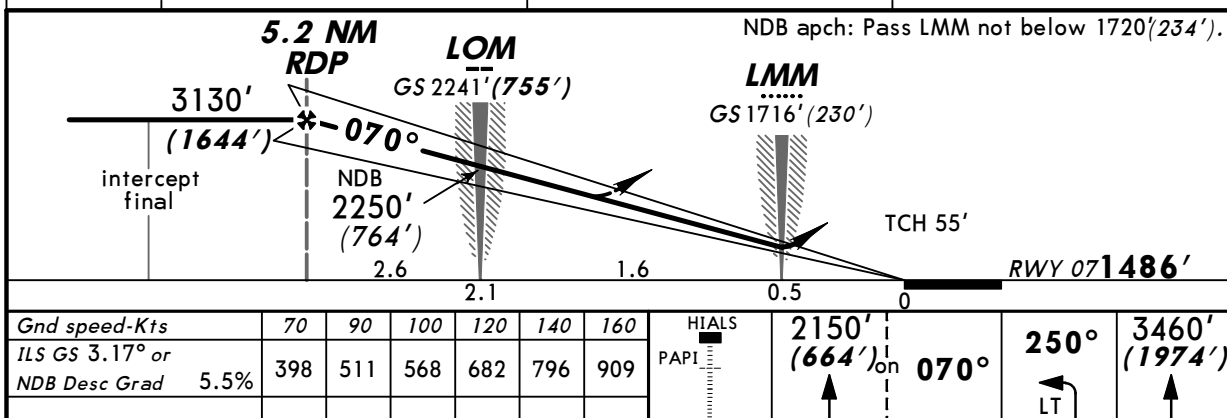
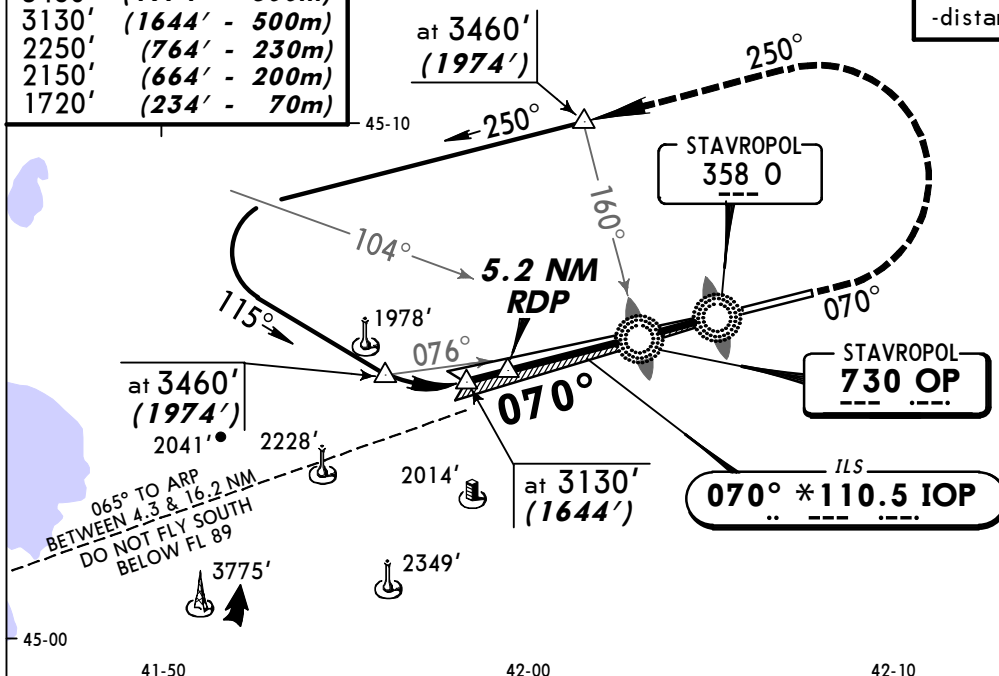
1. Turbulence with downdrafts and windshear may be expected on final in the vicinity of base turn.

2. Ground proximity warning system may be brought into operation between LOM and LMM due to abrupt change of relief.

ALT/HEIGHT CONVERSION	
QNH	(QFE)
3460'	(1974' - 600m)
3130'	(1644' - 500m)
2250'	(764' - 230m)
2150'	(664' - 200m)
1720'	(234' - 70m)

① 2 NDB apch shall be under radar control.

- RDP (Radar descent point)
 - will be allocated by Radar Controller
 - distance to station



STRAIGHT-IN LANDING RWY 07						
ILS DA(H) 1686'(200')		LOC (GS out)	NDB MDA(H) 1870'(384')			
FULL		ALS out		ALS out		
A	RVR 720m VIS 800m 1	1200m1	NOT AUTH	1200m 1 RVR 1500m VIS 1600m 1		
B						
C						
D					RVR 1500m VIS 1600m 1	RVR 1800m VIS 2000m 1

1 W/o Radar control: Ceil-VIS 700m - 5000m.

CHANGES: TCH.

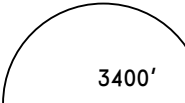
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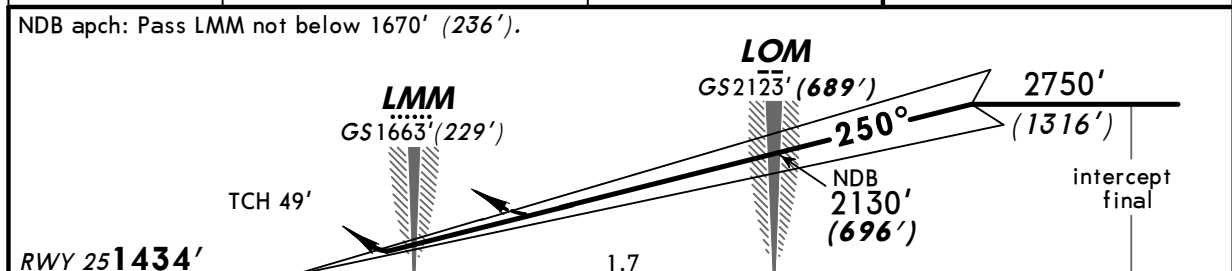
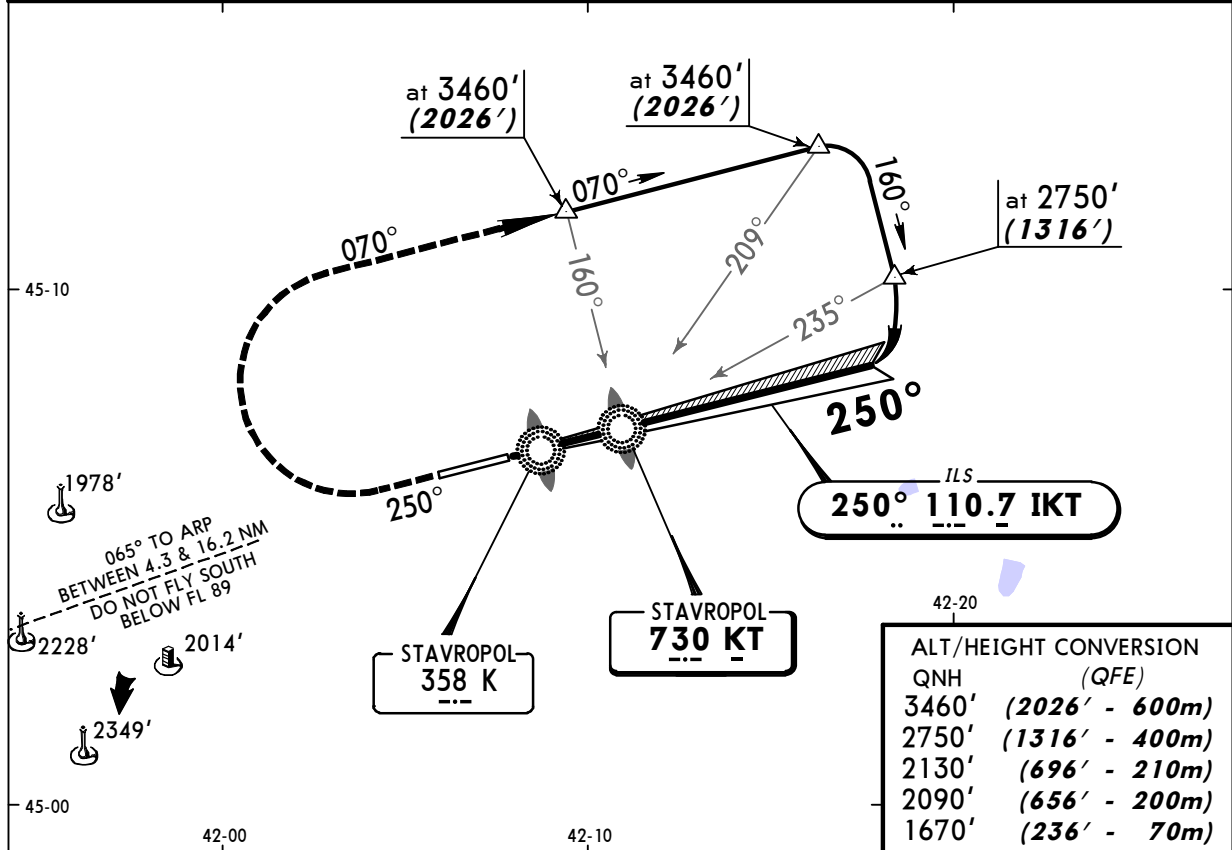
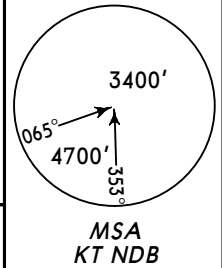
URMT/STW
SHPAKOVSKOYE

JEPPesen
6 JUL 07 **(11-2)**

STAVROPOL, RUSSIA
ILS or 2 NDB Rwy 25

BRIEFING STRIP

STAVROPOL Approach (APP/SRE)		STAVROPOL Tower		Ground	
120.3 124.0		120.9 124.0		120.9	
LOC IKT 110.7	Final Apch Crs 250°	GS LOM 2123' (689')	ILS DA(H) 1634' (200')	Apt Elev 1486' RWY 1434'	
NDB KT 730		Minimum Alt LOM 2130' (696')	NDB MDA(H) 1730' (296')		
MISSED APCH: Climb on 250° to 2090' (656'), then turn RIGHT onto 070° climbing to 3460' (2026'), then according to chart.					
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL 49	



Gnd speed-Kts	70	90	100	120	140	160	HIALS	2090' (656') on 250°	070°	3460' (2026')
ILS GS 2.67° or NDB Desc Grad 4.7%	336	433	481	577	673	769	PAPI		RT	

STRAIGHT-IN LANDING RWY 25		LOC (GS out)		NDB	
ILS DA(H) 1634' (200')				MDA(H) 1730' (296')	
FULL	ALS out				ALS out
A					
B					
C	RVR 720m VIS 800m	1200m		1200m	RVR 1500m VIS 1600m
D		NOT AUTHORIZED			
				RVR 1500m VIS 1600m	

PANS OPS